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CHAS. G. LEAHY, SUPT.

—JAN. M. FARLAND
ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

Linden

C.B. & Q.R.R.

Engineers and Firemen's strike.

Philadelphia, May 21st, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & Q.R.R.

Chicago, Ill.

Dear Sir:-

Our Operative reports as follows.

Friday, May 18th, 1888.

Today in Reading, Pa.

I arose at 6 A.M., had breakfast and at 7.45 A.M., left my boarding house and went to the Reading Round House, and finding no Engineers or Firemen around there I walked down the Yard and boarded engine 323 and entered into conversation with the engineer whose name is Bowers; he stated he did not belong to any Labor Organization, and consequently did not gain anything of importance from him.

I had a conversation with Jerry Sullivan who runs engine ~~827~~ 827 I learned he belonged to Division No. 321 of the B. of L. R. located in Philadelphia; he said he was in favor of the joint meeting and Operations of the B. of L. R. and B. of L. F., and that there had been a Committee appointed from his Division to see about a Union meeting in Philadelphia, and he did not know how it was that they had not brought the matter before the lodges there.

Sullivan also said he would be off on the first Sunday in June and would endeavor to attend the joint meeting to be held on that date.

I remained around the depot until 12 O'clock when I went to dinner, after which I left and walked down to Hill's cigar store, remained a short time and then went to the Reading Yard where I boarded engine 116 and had a conversation with the fireman Rhinehold, he said he belonged to the Brotherhood of Railroaders, but nothing else of importance was mentioned.

I had another talk with Jerry Sullivan of engine 897, he said he considered the strike on the C.B. & Q. as well as off, as the stockholders of the Road had met and re-elected the old Board of Directors and passed resolutions complimenting them on their action towards the strikers, and so the hopes of the Grand Officers were all knocked out.

I had a conversation with Owey McGovern, fireman of engine 897, but did not learn anything of interest.

I went home and had supper at 6.30 P.M., and did not go out again as it rained incessantly during the evening.

Respectfully submitted

Pinkerton's National Detective Agency

Per

E. J. Dunder
Supt.
S.

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Under

C.B. & O.R.R.

Engineers and Firemen's Strike

Philadelphia, May 19th, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & O.R.R.

Chicago, Ill.

Dear Sir:-

Our Operative reports as follows.

Sunday, May 18th, 1888.

Today in Reading, Pa.

I arose at 7 A.M. and had breakfast after which I went down town to a cigar store kept by a man named Hill where the B. of L. F. congregate, but found nobody about there from whom I could get any information. I lounged around here awhile and then returned to my boarding house and remained there until after dinner, and at 12.45 P.M. went to 9th & Penn St. where I met Mr. Fitzpatrick, a member of the B. of L. F. from whom I learned that he supposed the engineers had called the joint meeting of the two Orders for the purpose of joining them closer together, as he understood a Committee of Engineers had waited on Genl. Supt. Sweigard of the Reading Road for some purpose and Mr. Sweigard told them he would not pay any attention to any Committee from any Labor Organization and the engineers would have to come away without an interview.

We were joined by Geo. Leeds, Edward Noonan, Chas. Frill, Wm. Gordon, H. E. Holland and several other B. of L. F. men, and after waiting until 1.45 P.M. and about 20 men having congregated we proceeded to the Engineers' hall on Penn St. between 7th & 8th.

The meeting was called to Order by an Engineer named Drake who was elected Chairman; Wm. Gordon of the Brotherhood of Firemen being elected Secretary.

Mr. Drake stated he believed the meeting had been called for the purpose of joining the men closer together and talking over Railroad matters in general, and he would open the meeting by calling on Mr. Roush, who was Road Foreman on the Eastern Division of the New York Elevated R.R.; Mr. Roush responded by saying that he hardly knew what he could say to interest the Brothers, but he thought at present the strike on the C. B. & Q. was the topic most dwelt upon. It appears that the men out West build their hopes on the change of management on the Road, but he did not think the new management would alter the situation, as the board of directors must have sanctioned it in the first place or else the old management would not have allowed the men to go out, and therefore thinks that the hopes of the Grand Officers will not be realized.

A man named Smith, an Ex. Railroad man and a member of the B. of L. E., was the next speaker; he said the time has come when the two orders must work hand in hand if they want to accomplish anything; the Odd Fellows have for a mark three links welded together as their emblem, and so must the engineers, firemen and brakemen be welded together so as to work in harmony, not once pulling this way and one that, and finally break and clash; they must pull together, letting the interest of one be the welfare of all.

Mr. Valmore of the Firemen was the next speaker; he said he

thought that the law of the engineers which would not allow a member of the Firemen's Brotherhood to belong to the Engineers without dropping the Firemen's would eventually break the B. of L. E. up as the Insurance of the B. of L. E. was far cheaper than that of any other order, rarely ever costing more than \$12 per annum for \$1.500 and a man who had been paying into this some time was not willing to give it up to go into one which would cost him a good bit more for a smaller sum. He thought the B. of L. E. would have to repeal this law or in a few years they will be defunct, as none of the Firemen will join them.

A man named Brownback was the next speaker, he said he had not intended to say anything at this time, but as we have met for the purpose of joining the two orders closely together, although there have been hard feelings between the two orders in the past, he would say, let them be buried deeply, let bygones be bygones and let us pull together working for the best interest of all; he said, 'Mr. Chairman, I would like to see the engineers take a pick, the firemen a shovel and dig a hole in some spot where God alone could see and have the brakemen throw the animosities of the past in and bury them so deep that they would never be resurrected.'

Wm. Kerns, fireman, was the next speaker, he said, 'I am in favor of uniting the three Orders, but let us pick our men and not take every Tom, Dick and Harry, and when the Railroad Corporations find we have nothing but good men in our Ranks, they will be glad to hire the men from our ranks; but in regard to strikes I do not believe in them, and if the Orders were to strike to-morrow they could count Wm. Kerns out.' Mr. Jos. Ulsinger now moved that the Secretaries of both the Lodges and Divisions write to the surround-

ing Lodges and Divisions and get their opinion as to the advisability of a Union meeting to be held in Reading some time in August this was carried. Ed. Noonan moved that the Secretary of this meeting write to the Brotherhood of R.R. Brakemen and invite them to meet with the engineers and firemen the first Sunday in June, this was carried.

The meeting adjourned at 5 P.M.

The object of these meetings is to get the three Orders, the Brotherhood of Firemen, the Brotherhood of Engineers and the Brotherhood of Brakemen united in order to work in Harmony, as the engineers think if they had the Brakemen with them on the C.B. & Q. Road they would have won the strike long ago.

I learned they were uniting all over the Country.

Monday, May 14th, 1888.

Today in Reading, Pa.

I arose at 6 A.M., had breakfast at 6.30 A.M. and then left my boarding house and went to the Reading Depot where I boarded engine No. 47 and entered into conversation with Jos. Ullinger the engineer. From him I learned he was a member of Division No. 75 of the B. of L. R., and thought the three Orders, the firemen, brakemen and engineers should work together, and he had been preaching that doctrine some time past and thought it would be a great benefit to all three Organizations.

I had a conversation with the fireman of engine No. 47 and learned he was a member of the B. of L. R. and he considered the strike on the C.B. & Q. system a 'dead horse' and had considered it so for some time past. I learned he was unable to attend the joint meet-

ing of the two Orders on account of working all day and night Saturday, he would like to have been there as he considered it a good move.

I next had a conversation with the fireman of engine 116; I learned from him he belonged to the Order known as The Railroaders Brotherhood, to which a good many of the men in Reading belong. I learned from him he desired to join the Brotherhood of Firemen and when he had joined them he considered himself all right.

I met engineer Al. Gregory who runs engine 438 on the P. & R.; he introduced me to a man named Friday who runs a freight engine on the Penna. R. R. from Columbia to Phila.; Gregory said this Friday was a member of Lodge 252 of Columbia, and as he (Gregory) had to go away he asked me to show him around Reading.

I then went to dinner and met Friday after having dinner, we walked around the town until 4 P.M. when we went down to the depot and met an engineer named Harry Carr who runs a coal train on the Main Line of the Reading Road; I learned he was a member of Lodge 81 of the B. of L. F. in Minnesota and had been on the Reading Road since December; he said he was in favor of uniting the B. of L. R., B. of L. F. and B. of R. B. and thought it a good thing, as it is the only means they could ever gain anything by.

I remained around here until 6.30 P.M. but learned nothing further of interest.

Tuesday, May 15th, 1888.

Today in Reading, Pa.

I arose at 6 A.M. and had breakfast, and at 7.15 A.M. I left my boarding house and walked up to the Reading

Round House and met Extra Fireman Stephen Kantner who said he could not attend the meeting on Sunday on account of having to work, but was glad to hear the orders had taken the stand they did, and thought it would be a good thing if carried out right.

I boarded engine 353 and entered into conversation with the fireman whose name is Perry Cavanaugh; he said he had not heard from his Lodge lately, but thought they were pretty near swamped, for Jerry Leahy had sent for him and said he would pay his assessments if he did not feel able as he and three others would like to retain their charter, but he (Cavanaugh) sent him word that if he wanted his assessments paid he would do so himself. He said there were about 50 members of his Lodge thrown out of work by the recent strike on the Reading Road and they were unable to pay the last heavy assessments, and consequently had to leave the Order.

I had a conversation with engineer Mike Welsh, but learned nothing of importance.

At 12.15 P.M. I went to dinner, and at 1 P.M. again left my boarding house, went to the depot and met the fireman of engine 437 named Bridgum. In speaking of the action taken by the Orders on Sunday night he said it might do in the Lodge Room, but he did not know how it would be taken outside, as there were never firemen treated worse than those on the Reading Road were by the engineers and it would take some of the firemen a long time to forget it. I boarded engine 380 of the Penna. Road and had a conversation with the fireman whose name is Calvin Lee, he was initiated into lodge 317 of the B. of L. F. on last Sunday week, he said he would sooner forfeit \$100 than be out of them now.

I lounged around the yard during the remainder of the afternoon and evening but learned nothing further.

Wednesday, May 16th, 1888.

Today in Reading, Pa.

I arose at 6 A.M. and had breakfast, and at 7.15 A.M. I left the house, went to the Reading Round House and finding no engineers or firemen there I walked to the Yard and boarded engine 391 and had a conversation with the fireman; he informed me he was at the meeting on Sunday, but did not take much stock in it, as the engineers had treated the fireman too mean on this Road for them to work in Unity.

I boarded engine 59 and entered into conversation with engineer James Madden, he said the B. of L. E. had done everything to defeat the B. of L. E. men and had treated them like dogs, and when they find the B. of L. E. order to be getting stronger than theirs they want to turn over and join with them, but if the B. of L. E. Delegate gets any instructions when he goes to Atlanta to the Convention it will be to vote against any such movement.

I had a conversation with the fireman Thomas Walsh of engine 348, he said he was ^{not} in favor of joining with the engineers and if his Lodge was going to do so he would write to the Grand Lodge and get them to let him send his money to them, as he would not meet in the same room with the B. of L. E. on this Road.

At Noon I went to dinner and at 1 P.M. I again left the house and walked down to Hill's cigar store 8th & Penn St.; I found a lot of brakemen and engineer Brownback playing cards here, but did not learn anything of importance. I went to the depot where I had a conversation with the fireman of engine 397 whose name I learned was Ownay Mc.Govern; he said there were some mean principled men in his Lodge and if they wanted to join with the engineers

they could go to h--- and do so he would not sit in a Lodge room with them.

I remained around until 6 P.M., but learned nothing further of importance.

After supper I went out again and remained around town until 9 P.M. when I returned to my boarding house and retired.

Thursday, May 17th, 1888.

Today in Reading, Pa.

At 6 A.M. I had breakfast after which I left my boarding house and walked out to the Reading Round House, and finding no firemen or engineers around there I walked down to the depot where I found firemen Rockcastle, Schneider and Lee, I talked with them some time, but learned nothing of importance.

I went down the platform where I met Wm. Bartlett and had a conversation with him, but learned nothing new..

I met Hostler Howard Rhein who is a B.L.R. man, in speaking of the joint meeting of the B.L.F. and B.L.R. on Sunday he said it was a starter to what he considered would be one of the best moves the two Orders ever made.

I had dinner at 12.30 P.M. and at 1 P.M. left again and went down to the depot where I met Geo. Leeds who runs engine 0198, he said he had nothing to say at the meeting on Sunday last, because he thought, as they were working in harmony, what he would say would be out of place, and another thing, the man he wanted to hit at was not there, but he would give it to them the first Sunday in June when they meet with us in our Hall.

We were joined by Al. Gregory who runs engine 408 and Daniel

Deeter who fires engine 254, the latter said the engineers were now beginning to see where they lacked, and now they wanted to lock the stable door when the horse was stolen; that Chief Arthur of the B.L.R. might have known that when he ordered the B. of L. E. men to take the places of the K. of L. on the Reading Road, the Knights would take their places the first opportunity they got, but if he had kept his men away from the Reading Road the strikers would have got what they wanted, and then when the men had been ordered out on the C.B. & Q. the Knights would have had no cause to have gone there, and if he had waited until this strike here was settled before ordering one on the C.B. & Q. there would have been no strike at all, as the Company out West would not have let the men go out only they saw they could fill their places with knights from here, and as Arthur said, it would either make or break the Order, and he thinks it has made a very serious break and all by his mismanagement.

Mr. Gregory said he would try and get to the meeting on the first Sunday in June, as he thought it would be a good thing to have both Orders come under one head, and they will never be able to accomplish much until they do, they will have to let the recent troubles on the C.B. & Q. and P. & R. die out and keep quiet awhile before they attempt to make any move; but in the meantime let them meet and organize under one head, that is, each Order have its own head and then have one Great Head, the same as the United States has a President and each state a Governor.

I remained around during the afternoon and evening, but did not learn anything further

Respectfully submitted
Pinkerton's National Detective Agency

R. J. Friedman Supt.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

Linden

C.B. & Q.R.R.

Engineers and Firemen's strike.

Philadelphia, May 22nd, 1888.

H.B. Stone Esq.

Genl. Mgr. C.B. & Q.R.R.

Chicago, Ill.

Dear Sir:-

Our Operative reports as follows.

Saturday, May 19th, 1888.

Today in Reading, Pa.

I arose at 6 A.M. and at 7 A.M. left my boarding house and walked up the Reading Yard, I had a conversation with the brakeman of train running between Reading and Annsville, he stated he belonged to the Order known as the Railroaders Brotherhood, to which, he said, nearly all the brakemen, firemen and conductors in these parts belong. He said he was in favor of the Order all coming under one head, for they would never get anything the way they are now, for if the engineers go out the firemen step in and take their places, and if the firemen go out the brakemen take their places, and in this way they will never get anything as they are pulling against one another.

I went to the depot and had a conversation with Engineer David Lowe who runs passenger train between Philadelphia and Reading; he stated he did not belong to any organization. He said he

thought the Firemen were d--- fools for taking the Engineers' advice and going out on the C.B. & Q. system, if it had been the Firemen who had struck by themselves the Engineers would have taken Negroes to fire for them and manage to get along with them without the Firemen before they would go out with them

I went to dinner, after which I returned to the yard, boarded engine 437 and had a conversation with the Engineer Wm. Gordon, who is the Secretary of Mt. Penn Lodge 317 of the B. of L. F. He stated he had not heard anything from the Grand Lodge yet as to whether the strike on the C.B. & Q. system was yet declared off or not. I rode with him up the Road some distance, but learned nothing further of any importance. At 4.30 P.M. I returned to the depot and met Geo. Leeds, Al. Gregory, Owey Mc. Govern, Jerry Sullivan and Henry Hebner, but did not learn anything of interest.

I had supper, after which I went to Hill's cigar store where I met a fireman named Joseph Hoeman who said he belonged to the B. of L. F., but he thought he would let himself run out because he could not pay the last heavy assessment.. I met another fireman named James Packett of the Lebanon Valley, he said he did not belong to the brotherhood and was not likely to as he had use for his money.

Sunday, May 20th, 1888.

Today in Reading.

I arose at 7 A.M., and at 8 A.M. left my boarding house and went to Hill's cigar store where I met Edward Noonan and we went to the Lodge Room at 9th & Penn. The Lodge was opened at 10 A.M. and after the usual ceremony one candidate was announced for initiation

The name of this candidate was Frederick Young, and he was accordingly brought in and initiated.

After this was over Edward Noonan arose and asked the Master whether the recent circular issued by the Reading Railroad Co. to the effect that any employee was not to ask another to join a Labor Organization, had reference to the Brotherhoods; Master Leeds said that he heard one party say it did and another that it did not, and he was unable to say. Wm. Kerns said he thought it referred to Trades Unions and Knights of Labor. Ed. Noonan again arose and said he thought it would be a good thing to appoint a committee to wait on the Reading Railroad Officials and see if the circular meant the Brotherhoods, as he knew several he would like to ask to join. The Master said he did not think it necessary to appoint a committee as the Board of adjustment ought to attend to the matter as it was their duty.

Mr. Brownback arose and said he had been talking to an engineer recently who said that a Committee of engineers from 9th & Green had waited on Mr. Sweigard, Genl. Supt. of the Reading Road, or Mr. McLeod, Genl. Mgr., but they were refused an interview; and a few days afterwards they received quite a large letter from Pres. Corbin of the Reading Road, stating that his feelings towards the brotherhoods had not been the same since Chief Arthur ordered the men off the Reading Road to help a strike 1000 miles away. Mr. Brownback said this was a wrong idea, as Arthur or ^{Sargent} ~~Brownback~~ did not order the men off the Reading Road, and the statement to the effect that they did was all newspaper talk, and he thought the time was not far distant when Chief Arthur and Sargent would be called to Philadelphia to rectify the mistake and put the Brotherhood in favor of the Officials.

Wm. Kerns now arose and said if the R. of L. E. was going to make a move like this he hoped the firemen would have nothing to do with

it, that he commenced to smell a mouse now, the B. of L. R. wanted to join hands with the firemen so as to use them as a door mat to walk over when they want to go before the officials.

He said however he was in favor of the Engineers, Firemen and Brakemen joining together, and when they do let them pick their members, and when the Companies see there is nothing but good, honest men in their ranks they will soon begin to place confidence in us and we can get anything we want if we go about it in the right way.

He did not wish for strikes as the men did not stick together, but if they did he would certainly favor them.

Mr. Brownback arose and stated he thought there ought be more secrecy maintained in regard to Union Meetings, in consideration of our late troubles, and probably when the Co. found them organizing they would issue a circular telling them to leave the Organization or the Road. He thought it would be better to appoint a Committee of two or three to meet the engineers, and they to appoint a similar Committee to meet us and the brakemen to follow the same course.

At 12.15 P.M. the meeting adjourned and I had dinner, after which I walked around the town during the afternoon, but learned nothing further of importance.

"We are also in receipt of a communication from a Correspondent, stating that the B. of L. R. in the Western part of Pennsylvania were talking about a meeting of their conference held a few days ago, and there was some rumor of renewing the strike by getting other Railroad engineers to refuse to handle "Q" freight, but the opinion is that it cannot be done as the men are tired of strikes and assessments and nearly all know the "Q" strike to be a failure. ""

Respectfully submitted
Pinkerton's National Detective Agency

L. J. Sullivan Supt.